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Port Security

3. [] boarded by approximately 15 customs officials and guards. The ship was searched and the radio, binoculars, cameras, etc were secured. The search lasted for approximately three hours.
4. A guard was stationed at the gangway at all times. When going ashore the crewmembers were checked for passes at three separate points, [] at the gangway, at reference Point No 10, and also at the customs station, which is shown on H O Chart 4197.

Dock and Loading Facilities

5. [] berthed at three different places to load her cargo. She first berthed at reference Point No 4, where she loaded 100 tons of sugar. The vessel then moved to Point No 5 and loaded only to a draft of 21 feet, due to the depth of water alongside this pier. The ship completed loading at Point No 6.
6. [] two of the three electric cranes located at Point No [] are in operation. [] one crane was used in loading the ship while moored here. The ship's gear was used for loading at the other berths.
7. While berthed at Points No 4 and 5, the cargo was brought along the docks in open railway cars pulled by an old steam locomotive. While at Point No 6 the cargo was brought to the ship in trucks. [] the cargo was brought to his ship from a warehouse [] believed to be located just east of Point No 10.
8. The piers were well lighted at night. The Officer said that the lights in the dock area were much better than the lights in the town proper. Loading was carried on 24 hours daily. The longshoremen worked eight-hour shifts, [] good workers.

Merchant Ships Present

9. [] the Polish vessel Kosciuszko was berthed at Point No 7 unloading a locomotive when his vessel first berthed in Constanța. [] this locomotive to be seven or eight tons. The Kosciuszko then shifted berth to Point No 8 and was observed loading general cargo for China.

10. []

11. The area extending forward from the dock at which [] first berthed was described as a restricted area. [] This area is shown on Enclosure (A) as Point No 11. No members of the crew were allowed in this area. Point No 3 is the ship repair facility in the port. [] a six thousand to seven thousand ton Soviet ship undergoing repairs in this area. There were two other vessels in this repair area estimated to be three thousand to four thousand tons, but their nationality was not known.

Naval Craft

12. [] eight small patrol craft tied up in the floating dock basin. No guns were seen on any of these crafts. When [] first berthed at Point No 4, a patrol craft, approximately 175-200 feet in length, tied up astern. This craft, which had a small gun mounted forward of the bridge, moored at this dock during the entire time the Nina Bixio was in port.
13. [] there were four destroyers tied up at Point No 12 and estimated them to be about 900 tons. [] they had two or more stacks. These destroyers remained at this berth []

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Provisions Obtained

14. [] obtained forty tons of water and also fresh provisions while in port. The bill of lading for these provisions is attached as Enclosure (B) [] in order to obtain bunkers in Constanta either coal or oil, permission must be received from Bucharest and that this takes at least three days. []

Military Information

15. Many soldiers were observed in the dock and town areas. They wore grey uniforms with red stars on their collars and on their hats. Two Soviet officers were seen in the dock area. They appeared to be inspecting this area.
16. No aircraft were observed at any time []

General Information

17. Oldpre-World War II buses were used for public transportation in the city of Constanta. The only private automobiles seen were a few of Soviet make. They were believed to be for the use of government officials.
18. The Casino which is listed on H O Chart 4197 is open on Saturday and Sunday nights, and the crew members [] were able to visit there. Liquor, dancing, and a reading room were available to the crew at this Casino.
19. The crew was issued liberty passes while in port, but only one-third of the crew was allowed ashore at any one time. Each day the Captain sent to the customs officials a list of the crew members who planned on going ashore. Each man going ashore was checked against this list, and received a pass in exchange for his seaman's book.
20. Liberty expired at 2300. On New Year's Eve 1952, two members of the crew remained ashore until midnight and were picked up by the police and jailed. They remained in jail overnight, and the Captain had to go to the police station the next morning. His men were released with a warning.
21. [] a number of the crew were able to pick up girls along the street. They couldn't be seen walking with the girls, but would follow at a distance and then go into the girl's house. Some of these girls stated that to be caught with a foreigner would mean three years in prison.
22. The Captain offered coffee to the pilot and guard when they first came aboard, but this was refused. He did give the pilot a package of cigarettes when the guard was not in the immediate vicinity.
23. Cigarettes appeared to be the only item in demand on the black market. A number of the crew members did sell some cigarettes while ashore, but they weren't asked for any other items.
24. [] Comment: The four destroyers listed in this report are probably the same as those which have been reported as operating in the Constanta area []

- end -

ENCLOSURE (A): Overlay for HO 4197 Chart

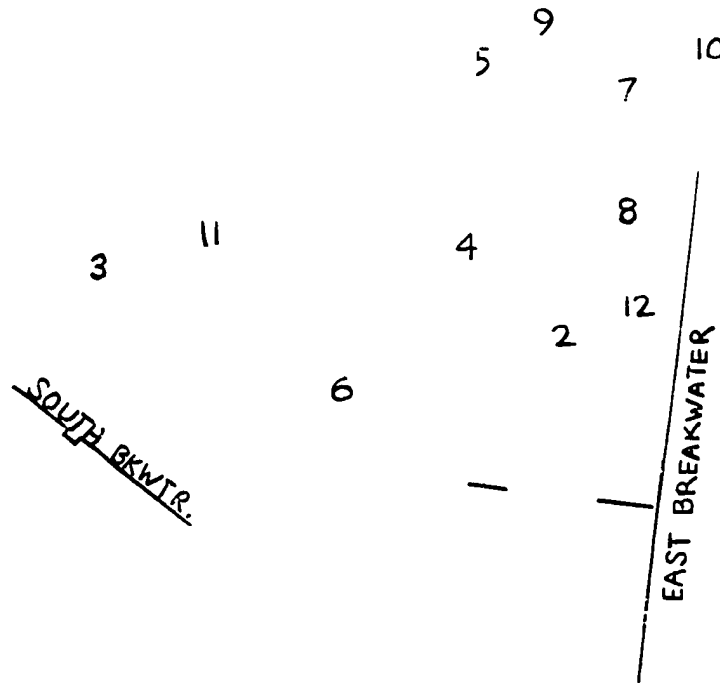
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ENCLOSURE (A)

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25X1

Overlay for HO 4197 Chart



25X1

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